

Description

Integrated Retractable Cargo Tie-down

BACKGROUND OF INVENTION

[0001] 1.Field of the Invention

[0002] The present invention generally relates to a cargo retentions system, and more particularly to a retractable variable configuration cargo tie-down system using a plurality of tie-down points and a plurality of tie-down cords.

[0003] 2.Description of the Related Art

[0004] Consumers continually seek more efficient, convenient and versatile ways to transport or store contents to be stowed in station wagons, sport utilities, mini vans and other motor vehicles, including passenger vehicles having fold-down rear seats. One disadvantage of the traditional storage space in the above-mentioned motor vehicles is that stowage is freely moveable within the storage compartment, and can be damaged during transport and/or in the event of a sudden stop or impact.

[0005] Attempts have been made to answer the above-men-

tioned needs as well as cargo security in general.

[0006] For example, U.S. Patent Number 4,842,458 issued June 27, 1989 to Carpenter teaches a retractable tie-down strap system for use on commercial trucks for securing loads on, for example, flat bed trailers.

[0007] U.S. Patent Number 4,883,208 issued November 28, 1989 to Bott teaches pop-up tie-down points integral to a deck lid rack.

[0008] U.S. Patent Number 5,772,370 issued June 30, 1998 to Moore teaches a retractable cargo net system for use on a vehicle having a rear opening door.

[0009] U.S. Patent Number 6,099,222 issued August 8, 2000 to Moore teaches another embodiment of a retractable cargo net system for use on a vehicle having a rear opening door.

[0010] U.S. Patent Number 6,183,177 issued February 6, 2001 to Dahlgren teaches a retractable cargo net system capable of forming a coral-like area within a larger cargo area to restrain cargo.

[0011] U.S. Patent Number 6,280,128 issued August 28, 2001 to Schrader teaches a exterior cargo rack having a cargo restraining system incorporated therein.

[0012] U.S. Patent Number 6,406,232 issued June 18, 2002 to

Snitker et al. teaches a curtain-like retractable cargo curtain for separating cargo in a freight carrier.

[0013] U.S. Patent Number 6,454,501 issued September 24, 2002 to Parker teaches a cargo securing system for use between spaced walls to containerize separate cargo items.

[0014] U.S. Published Patent Application Number 2001/0009637 published July 26, 2001 to Schrader teaches another embodiment of an exterior cargo rack having a cargo restraining system incorporated therein.

[0015] U.S. Published Patent Application Number 2002/0131838 published September 19, 2002 to Faber et al. teaches a stowable cargo restraining barrier assembly for use in commercial freight vehicles.

[0016] DISCLOSURE OF THE INVENTION

[0017] The present invention provides advantages and alternatives over the prior art by providing a automotive cargo tie-down system that does not require the cargo tie-down system intrude into the cargo area when not in use, but which provides for an easy to use system to secure cargo within the cargo area when needed.

[0018] According to a further aspect of the present invention there is provided an integrated retractable automotive cargo tie-down assembly comprising a plurality of spaced

apart tie-down cords, each such tie-down cord having a proximal end and a distal end, each of said proximal ends having hooks attached permanently thereto, said proximal ends located in the cargo compartment of an automotive vehicle, and said distal ends attached behind the interior walls of the cargo area of said automotive vehicle, wherein said tie-down cords pass through the interior walls through a plurality of spaced apart openings; said plurality of openings in said interior walls each having a hook retaining channel in commutation therewith to hold said hooks in a utility hook manner against said interior walls when said tie-down cords are in a fully retracted position, and a plurality of spaced apart tie-down bars located on the cargo area floor for securing said hooks on said proximal ends of said tie-down cords, thereby allowing the securing of cargo within the cargo area of an automotive vehicle.

[0019] According to yet another aspect of the present invention there is provided an integrated removable automotive cargo tie-down assembly comprising a plurality of spaced apart tie-down cords, each such tie-down cord having a proximal end and a distal end, each of said proximal ends having hooks attached permanently thereto, said proximal

ends located in the cargo compartment of an automotive vehicle, and said distal ends attached to the interior walls of the cargo area of said automotive vehicle by a plurality of spaced apart attachment openings; said plurality of tie-down cord distal ends each having a retaining device for attaching said tie-down cord distal ends to said plurality of spaced apart attachment openings, said plurality of attachment openings in said interior walls each having a complimentary tie-down cord distal ends retaining device in commutation therewith to attach said plurality of tie-down cord distal ends to said interior walls, and a plurality of spaced apart tie-down bars located on the cargo area floor and the seat backs of the rear seats for securing said hooks on said proximal ends of said tie-down cords, hereby allowing the securing of cargo within the cargo area of an automotive vehicle.

[0020] The present invention thus advantageously provides an advantageous manner of providing cargo area cargo tie-down without undo space required within the storage area when the tie-down system is not needed.

BRIEF DESCRIPTION OF DRAWINGS

[0021] Figure 1 shows a perspective view of the present invention mounted in an automotive vehicle.

- [0022] Figure 2 shows a plan view of the cord, hook end, and interior wall of one embodiment of the hook retaining means of the present invention.
- [0023] Figure 3 shows a plan view of the hook end of one embodiment of the retaining means of the present invention mounted in a utility hook mode against an interior wall.
- [0024] Figure 4 shows a perspective view of one embodiment of a tie-down of the present invention mounted in an interior floor or wall.
- [0025] Figure 5 shows a plan view of one embodiment of the cord, hook end and portion of an interior wall showing a screw type hook retaining means of the present invention.
- [0026] Figure 6 shows a plan view of one embodiment of a distal cord end mounting means for mounting the cargo cord and hook to the interior of the vehicle cargo space.
- [0027] Figure 7 shows a plan view of one embodiment of the cord, hook end and portion of an interior wall showing a pop-in type hook retaining means of the present invention.

DETAILED DESCRIPTION

- [0028] Reference will now be made to the drawings, wherein to the extent possible like reference numerals are utilized to designate like components throughout the various views.

Referring to Figure 1, which presents a perspective view of the cargo area 20 of an automotive vehicle having fold down rear seats 21, a cargo floor 22 and interior side walls 23. Interior side walls 23 have a spaced apart plurality of openings 10 located in desired positions for the retractable tie-down cords 2 to pass through the interior side walls 23. Fold down rear seats 21 and cargo floor 22 have a plurality of spaced apart tie-down assemblies 4 molded therein in desired locations which can be used to secure the retractable tie-down cord assemblies 1 in an extended or cargo securing mode. The retractable tie-down cord assemblies 1 comprise a preferably stretchable tie-down cord 2 having a proximal end accessible within the cargo area and having a hook 3 permanently attached to said proximal end, and a distal end attached behind the interior side walls 23 by a known attachment means (not shown). Further there is shown hooks 7 of hooks 3 secured to tie-down bars 5 of tie-down assemblies 4 as well as to one another as is desirable to secure a given cargo.

[0029] Referring now to Figure 2, there is shown a plan view of a portion of interior side walls 23 having one of a spaced plurality of openings 10 located therein. The interior side wall also having a retaining channel 9 communicating with

each of said spaced plurality of openings 10 and shaped to accept the hook 3 of tie-down cord 2 and hold it in a position that permits said hook 3 to be utilized as a utility hook within said cargo area 20 (Figure 1). The manner of securing the hook 3 in retaining channel 9 may be by any known means including, for example, a quarter turn locking mechanism, a screw in locking means and twist-locking means. Further there is shown hook 3, partially extended away from opening 10 in interior side wall 23 and comprising a hook portion 7 and head portion 8, said head portion 8 preferably molded to provide easy grasping to remove and insert it into retaining channel 9 as well as allow permanent attachment to the proximal end of tie-down cord 2.

[0030] Referring further to Figure 3, there is shown a plan view of a portion of interior side walls 23 having one of a spaced plurality of openings 10 located therein. The interior side wall also having a retaining channel 9 communicating with each of said spaced plurality of openings 10 shaped to accept the hook 3 of tie-down cord 2 and hold it in position that permits said hook 3 to be utilized as a utility hook within said cargo area 20 (Figure 1). Further there is shown hook 3 located within the retaining channel 9 and

opening 10 in a position that allows hook 3 to be utilized as a utility hook for storing cargo.

[0031] Turning now to Figure 4, there is shown a plan view of a portion of the back of fold down rear seats 21 and/or a portion of the cargo floor 22 and further showing one of a plurality of spaced apart tie-down assemblies 4 comprising a recess 6 molded into said seat backs or cargo floor and a tie-down bar 5 located within and spanning said recess 6. The size of the recess 6 and size of the tie-down bar 5 being configured to allow the hooks 3 to be secured to said tie-down bars 5 in said recesses 6 of said tie-down assemblies 4.

[0032] Referring now to Figure 5, there is shown a plan view of a portion of the interior side wall 23 having one of a spaced plurality of openings 10 located therein and said opening 10 having a female thread 52 to accept the complimentary male thread 51 of hook 3 of tie-down cord 2 and hold it in position that permits said hook 3 to be utilized as a utility hook within said cargo area 20 (Figure 1). Further there is shown hook 3 comprising a hook portion 7 and head portion 8, said head portion 8 preferably molded to provide easy grasping to remove and insert it into opening 10 as well as allow permanent attachment to the

proximal end of tie-down cord 2.

[0033] Now further referring to Figure 6, there is shown a plan view of a portion of the interior side wall 23 having one of a spaced plurality of openings 60 having a female quarter turn twist lock device 63 located therein to accept the complimentary male quarter turn twist lock portion 62 on the distal side of distal end locking device 61 permanently mounted on the distal end of cord 2, engagement of said male quarter turn twist lock 62 on the distal side of distal end locking device 61 into said female quarter turn twist lock device 63 allowing the attachment of said cord 2 to the cargo space interior wall. The male quarter turn twist lock device further having a tie-down bar 64 incorporated in the proximal face of distal end locking device 61.

[0034] Turning now to Figure 7, there is shown a plan view of a portion of the interior side wall 23, having one of a spaced plurality of openings 10 located therein. Further there is shown hook 3 comprising a hook portion 7, head portion 8, stem portion 71, and ball end portion 72 said head portion 8 preferably molded to provide easy grasping to remove and insert it into opening 10 as well as allow permanent attachment to the proximal end of tie-down cord 2. The ball end portion 72 being sized to pop into the

plurality of openings 10 and the stem portion 71 being of a length that allows the ball to pass through said interior side wall 23 and hold the hook 3 securely against the interior side wall 23 allowing hook 3 to be used as a utility hook.

[0035] In practice, cargo (not shown) is placed in a desired location within the cargo area 20 and one or more of the tie-down cord assemblies 1 are extended and secured to one or more tie-down assemblies 4 such that the cargo (not shown) is secured within the cargo area 20. When not in use the tie-down cord assemblies 1 are locked in the interior side walls 23 such that the hooks are available as utility hooks and the tie-down cords 2 are stored out of the cargo area 20.

[0036] The tie-down cords 2 may comprise any well known tie-down cord material and be of any desired size and length desired. Suitable tie-down cord materials include, for example, natural rubber, synthetic rubbers, elastomers, fabric coated elastic and nylon webbing, presently preferred tie-down cord 2 material is fabric coated elastic. Likewise the hooks 3 may comprise any known suitable material including, for example, thermoset resins, thermoplastic resins, aluminum and steel, presently preferred hook ma-

materials are thermoset and thermoplastic resins. The tie-down bars 5 may comprise any suitable known material including, for example, thermoset resins, thermoplastic resins, aluminum and steel, presently preferred hook materials are thermoset and thermoplastic resins.

[0037] The tie-down cords 2 may be stored by simply pushing them through openings 10 or retractor means well known in the art may be used to pull the unsecured tie-down cords through openings 10 for example. In the case of stretchable tie-down cords 2 the normal return to unstretched condition can be used to pull the tie-down cords 2 through openings 10. The tie-down cords distal ends may be secured to the vehicle frame members, vehicle panels, or to the back surface of the cargo area defining interior panels. Suitable securing means are well known in the art and include, for example, screws, clips, and the like.

[0038] Although the preferred embodiments of the present invention have been disclosed, various changes, and modifications may be made without departing from the scope of the invention as set forth in the appended claims.